

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Village of Newtown CODE# 061-33678

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 21 / 07

CONTACT: Bruce G. Brandstetter, P.E. PHONE # (513) 651-4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX 513/651-0147 E-MAIL bbrandstetter@brandstettercarroll.com

PROJECT NAME: ROUND BOTTOM ROAD IMPROVEMENTS

SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C).

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$255,500
☐ 2. Loan
☐ 3. Loan Assistance

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 365,000

FUNDING REQUESTED: \$ 255,500

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 255,500

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____

RATE: _____ %

TERM: _____ yrs.

RLP LOAN: \$ _____

RATE: _____ %

TERM: _____ yrs.

(Check only 1)

- ☐ State Capital Improvement Program
☐ Local Transportation Improvements Program

☒ Small Government Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2007 SEP 21 PM 12:50

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$ _____

Preliminary Design \$ _____

Final Design \$ _____

Bidding \$ _____

Construction Phase \$ _____

Additional Engineering Services

\$ _____

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____

c.) Construction Costs:

\$ 331,000.00

d.) Equipment Purchased Directly:

\$ _____

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____

f.) Construction Contingencies:

\$ 34,000.00

g.) TOTAL ESTIMATED COSTS:

\$ 365,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____	_____
b.) Local Revenues	\$ <u>36,500.00</u>	<u>10</u>
c.) Other Public Revenues	\$ _____	_____
ODOT	\$ _____	_____
Rural Development	\$ _____	_____
OEPA	\$ _____	_____
OWDA	\$ _____	_____
CDBG	\$ _____	_____
OTHER <u>MRF</u>	\$ <u>73,000.00</u>	<u>20</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>109,500.00</u>	<u>30</u>
d.) OPWC Funds		
1. Grant	\$ <u>255,500.00</u>	<u>70</u>
2. Loan	\$ _____	_____
3. Loan Assistance	\$ _____	_____
SUBTOTAL OPWC RESOURCES:	\$ <u>255,500.00</u>	<u>70</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>365,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
 STATUS: (Check one)
 Traditional _____
 Local Planning Agency (LPA) _____
 State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: ROUND BOTTOM ROAD IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

The project extends from the railroad tracks on the south to the corporation line to the north.

It is a continuation of the Round Bottom Road improvements completed in 2005 between the railroad tracks and Route 32 and will compliment the traffic signal and interconnect project scheduled for construction in late 2007, funded through OKI.

The Interconnect Project includes new signals at Valley and Church Streets and Valley and Round Bottom Road. This project has been bid and the Pre-Construction Meeting has been held.

PROJECT ZIP CODE: 45244

b: PROJECT COMPONENTS:

New pavement area shall be 24' wide by 4980' long with 3' shoulders. Full-depth asphalt repairs, selected pavement milling and 1.5" leveling and 1.5" surface course is proposed. In addition, a dedicated left-turn lane from Round Bottom Road onto Valley Drive is proposed. It shall be completed to complement the new traffic signal at each end of Valley Drive. This project, funded through OKI is scheduled for construction in 2007.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing pavement has deteriorated to the point where approximately 170 CY of full-depth repairs are warranted. The pavement is especially bad near the bridge. This road has a high percentage of heavy trucks and there is concern for more significant deterioration during the winter months.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

11,291 ADT

13,549 Users

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 15 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 365,000 100%

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____ %

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 01 / 08</u>	<u>03 / 15 / 08</u>
4.2 Bid Advertisement and Award:	<u>05 / 01 / 08</u>	<u>06 / 30 / 08</u>
4.3 Construction:	<u>08 / 01 / 08</u>	<u>05 / 30 / 09</u>
4.4 Right-of-Way/Land Acquisition	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	<u>John Hammon</u>
	TITLE	<u>Mayor</u>
	STREET	<u>3536 Church Street</u>
	CITY/ZIP	<u>Newtown, Ohio 45244</u>
	PHONE	<u>513/561-7697</u>
	FAX	<u>513/561-7917</u>
5.2	CHIEF FINANCIAL OFFICER	<u>Keri Everett</u>
	TITLE	<u>Clerk/Treasurer</u>
	STREET	<u>3536 Church Street</u>
	CITY/ZIP	<u>Newtown, Ohio 45244</u>
	PHONE	<u>513/561-7697</u>
	FAX	<u>513/561-7917</u>
5.3	PROJECT MANAGER	<u>Bruce Brandstetter, P.E.</u>
	TITLE	<u>Village Engineer</u>
	STREET	<u>424 East Fourth Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>513/651-4224</u>
	FAX	<u>513/651-0147</u>

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- X A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- X A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature.
- n/a A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- n/a Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 988-VII and the OPWC Farmland Preservation Review Advisory apply.
- X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

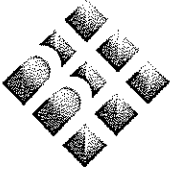
The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

John Hammon, Mayor

Certifying Representative (Type or Print Name and Title)

John L. Hammon 9/13/07
Signature/Date Signed



Brandstetter Carroll Inc.
ARCHITECTS ENGINEERS PLANNERS

424 EAST 4th STREET, CINCINNATI, OHIO 45202
513.651.4224 VOICE 513.651.0147 FAX

PRELIMINARY OPINION OF PROBABLE COST
ROUND BOTTOM ROAD IMPROVEMENTS
From Railroad Tracks to North Corporation Line
VILLAGE OF NEWTOWN, OHIO

September 1, 2007

07007

DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
Pavement Planing (Butt Joints and at Bridge)	1000	SY @ \$	6.00 \$	6,000.00
Full-Depth Pavement Repair	170	CY @	225.00	38,250.00
Asphalt Overlay (1-1/2" Leveling and 1-1/2" Surface Course)	1600	CY @	130.00	208,000.00
Reconditioning Shoulders	900	SY @	7.50	6,750.00
Pavement Markings (Centerline and Edgelines)	1	LS @	3,000.00	3,000.00
Topsoil	280	CY @	40.00	11,200.00
Seed and Mulch	3300	SY @	2.00	6,600.00
Utility Adjustment	7	EA @	250.00	1,750.00
Excavation	250	CY @	40.00	10,000.00
Subgrade Compaction	500	SY @	2.00	1,000.00
Gravel Base	100	CY @	50.00	5,000.00
Asphalt Base	160	CY @	125.00	20,000.00
Maintenance of Traffic	1	LS @	5,000.00	5,000.00
Construction Layout	1	LS @	5,000.00	5,000.00
Fire Hydrant Relocation	1	EA @	3,000.00	3,000.00
Sub-Total			\$	330,550.00
Contingency @ 10%			\$	33,055.00
			\$	363,605.00

ROUND OFF @

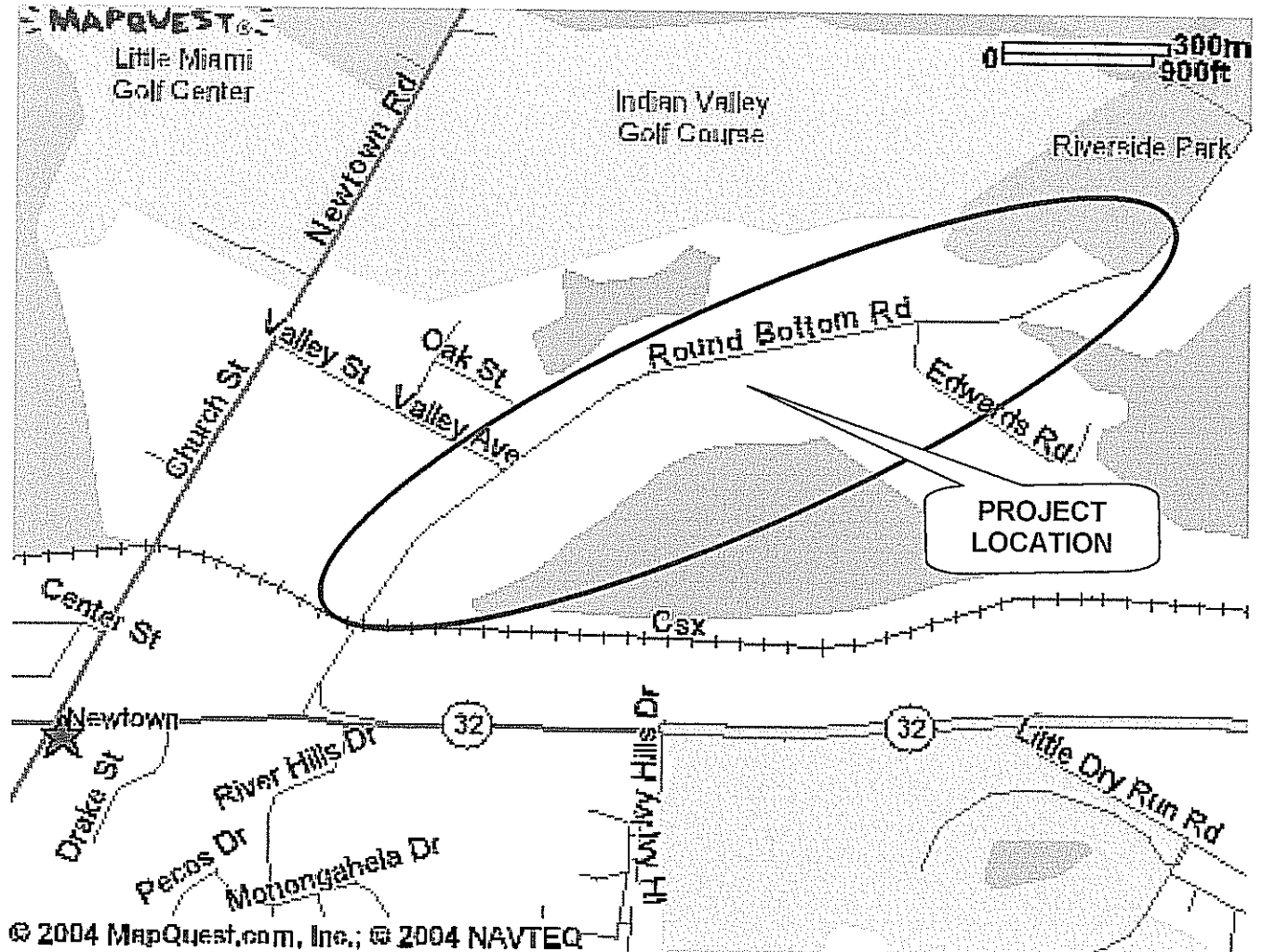
\$ 365,000.00

This is to certify that this project, upon satisfactory completion and normal environmental and climatic conditions, will have a useful life of 15 years.

X:\ssuel\FY08\Newtown\RndBtm PCE Rev 070901djs(07Fund) djb



PROJECT LOCATION MAP

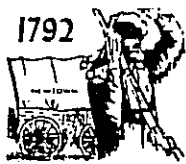


PY 2008 SCIP APPLICATION

Round 22

September 21, 2007

ROUND BOTTOM ROAD IMPROVEMENTS
From Railroad Tracks to North Corporation Line
NEWTOWN, OHIO



Village Of Newtown

September 12, 2007

Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Re: Status of Funds Report
2008 Share SCIP Application
Roundbottom Road Improvements

Dear Sir or Madam,

It is hereby certified that the local matching funds for the above referenced project will be appropriated in the Fiscal Year 2008 Budget.

Should this project be funded in 2008, the Village of Newtown will be prepared to meet the scheduling deadlines stated in the application.

Thank you for your consideration.

Please call me if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Keri L. Everett".

Keri L. Everett
Fiscal Officer

Cc: Brandstetter Carroll, Inc.

First Reading: August 14, 2007
Second Reading: dispensed
Third Reading: Dispensed

RESOLUTION 22-2007

**A RESOLUTION APPOINTING JOHN R. HAMMON AS OFFICIAL
REPRESENTATIVE FOR THE STATE CAPITAL IMPROVEMENT PROJECT
FUNDING**

WHEREAS, the Ohio Public Works Commission requires an official representative to be designated from the Village of Newtown who is legally empowered to represent the Village in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; and

WHEREAS, the representative will be responsible to ensure that the application for State Capital Improvement Funding (SCIP) funding is true and correct; and

WHEREAS, the representative will assure that all official documents and commitments of the Village that are a part of the application process are duly authorized by the governing body of the Village; and

WHEREAS, the representative will be responsible, should the requested financial assistance be provided, for the execution of the project and that the Village complies with all assurances required by Ohio Law including those involving minority business utilization, Buy Ohio, and prevailing wages;

NOW THEREFORE, BE IT RESOLVED by the Council of the Village of Newtown, State of Ohio:

SECTION 1. That the Mayor, John R. Hammon, shall be appointed to fulfill all said obligations as required by the Ohio Public Works Commission.

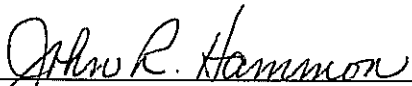
SECTION 2. The Council of the Village of Newtown upon three-fourths vote does hereby dispense with the requirement that this Resolution be read on three separate days, and hereby authorizes the adoption of this Resolution upon its first reading.

SECTION 3. This resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the peace health welfare and safety of the residents of the Village. The reason for the emergency is to make a timely filing with the Ohio Public Works Commission.

VOTE RECORD:

Mr. Cosby YES Mr. Evans ABSENT Ms. Hueber YES
Mr. Kobasuk YES Ms. McCarthy YES Mr. Pulskamp YES


PASSED this 14th day of August, 2007.



John R. Hammon, Mayor
Village of Newtown


AUTHENTICATION

This is to certify that this ordinance was duly passed, and filed with the Village of Newtown Fiscal Officer, this 14th day of August, 2007.



Keri Everett, Fiscal Officer,
Village of Newtown

APPROVED AS TO FORM



R. Douglas Miller, Solicitor
Village of Newtown

PROOF OF PUBLICATION

I hereby certify that I have published this Ordinance on August 15, 2007 by posting in five public places as established by the Council of the Village of Newtown, Ohio.

Keri L. Everett
Keri Everett, Fiscal Officer,
Village of Newtown

SUMMARY SHEET
ROUND BOTTOM ROAD TRAFFIC COUNTS
NEWTOWN, OHIO
September 21, 2007
07007

BRANDSTETTER CARROLL INC.
Architects Engineers Planners

Round Bottom Road, near Valley Drive

September 29-30, 2007 11,291 24-hour count

The following data was collected on September 29 and 30, 2007
This information is certified to be accurate.

BEB:djb

X:\Issue\1\FY08\Newtown\RndBttm ADT Sum 070917 beb (07Funding)



Brandstetter Carroll Inc.
Roundbottom Road near Valley Drive
Start Date: 8/29/2007
Start Time: 12:30:00 PM

	SB Roundbottom Road	NB Roundbottom Road	Total
8/29/2007 12:30 PM	72	90	162
8/29/2007 12:45 PM	120	70	190
8/29/2007 01:00 PM	69	69	138
8/29/2007 01:15 PM	100	86	186
8/29/2007 01:30 PM	90	87	177
8/29/2007 01:45 PM	100	108	208
8/29/2007 02:00 PM	94	86	180
8/29/2007 02:15 PM	98	104	202
8/29/2007 02:30 PM	100	121	221
8/29/2007 02:45 PM	109	115	224
8/29/2007 03:00 PM	108	131	239
8/29/2007 03:15 PM	86	132	218
8/29/2007 03:30 PM	84	120	204
8/29/2007 03:45 PM	102	136	238
8/29/2007 04:00 PM	81	127	208
8/29/2007 04:15 PM	105	141	246
8/29/2007 04:30 PM	112	142	254
8/29/2007 04:45 PM	130	122	252
8/29/2007 05:00 PM	112	132	244
8/29/2007 05:15 PM	120	130	250
8/29/2007 05:30 PM	76	122	198
8/29/2007 05:45 PM	81	74	155
8/29/2007 06:00 PM	69	87	156
8/29/2007 06:15 PM	82	79	161
8/29/2007 06:30 PM	66	82	148
8/29/2007 06:45 PM	60	70	130
8/29/2007 07:00 PM	56	83	139
8/29/2007 07:15 PM	45	55	100
8/29/2007 07:30 PM	50	58	108
8/29/2007 07:45 PM	52	69	121
8/29/2007 08:00 PM	37	73	110
8/29/2007 08:15 PM	32	60	92
8/29/2007 08:30 PM	41	55	96
8/29/2007 08:45 PM	30	28	58
8/29/2007 09:00 PM	27	38	65
8/29/2007 09:15 PM	18	42	60
8/29/2007 09:30 PM	16	20	36
8/29/2007 09:45 PM	13	19	32
8/29/2007 10:00 PM	12	20	32
8/29/2007 10:15 PM	14	11	25
8/29/2007 10:30 PM	4	14	18
8/29/2007 10:45 PM	6	7	13
8/29/2007 11:00 PM	6	13	19
8/29/2007 11:15 PM	10	6	16
8/29/2007 11:30 PM	6	6	12
8/29/2007 11:45 PM	1	8	9
8/30/2007 12:00 AM	0	3	3
8/30/2007 12:15 AM	3	5	8
8/30/2007 12:30 AM	3	5	8
8/30/2007 12:45 AM	1	5	6

8/30/2007 01:00 AM	1	4	5
8/30/2007 01:15 AM	1	0	1
8/30/2007 01:30 AM	1	2	3
8/30/2007 01:45 AM	3	3	6
8/30/2007 02:00 AM	1	4	5
8/30/2007 02:15 AM	3	0	3
8/30/2007 02:30 AM	0	1	1
8/30/2007 02:45 AM	2	1	3
8/30/2007 03:00 AM	2	2	4
8/30/2007 03:15 AM	4	1	5
8/30/2007 03:30 AM	7	1	8
8/30/2007 03:45 AM	4	2	6
8/30/2007 04:00 AM	5	3	8
8/30/2007 04:15 AM	8	2	10
8/30/2007 04:30 AM	12	7	19
8/30/2007 04:45 AM	22	15	37
8/30/2007 05:00 AM	20	7	27
8/30/2007 05:15 AM	45	21	66
8/30/2007 05:30 AM	58	26	84
8/30/2007 05:45 AM	82	43	125
8/30/2007 06:00 AM	94	52	146
8/30/2007 06:15 AM	124	47	171
8/30/2007 06:30 AM	135	59	194
8/30/2007 06:45 AM	138	84	222
8/30/2007 07:00 AM	126	69	195
8/30/2007 07:15 AM	132	67	199
8/30/2007 07:30 AM	124	75	199
8/30/2007 07:45 AM	130	68	198
8/30/2007 08:00 AM	90	68	158
8/30/2007 08:15 AM	72	47	119
8/30/2007 08:30 AM	82	58	140
8/30/2007 08:45 AM	87	64	151
8/30/2007 09:00 AM	76	68	144
8/30/2007 09:15 AM	78	70	148
8/30/2007 09:30 AM	61	63	124
8/30/2007 09:45 AM	85	77	162
8/30/2007 10:00 AM	92	72	164
8/30/2007 10:15 AM	108	91	199
8/30/2007 10:30 AM	88	70	158
8/30/2007 10:45 AM	95	79	174
8/30/2007 11:00 AM	76	116	192
8/30/2007 11:15 AM	92	104	196
8/30/2007 11:30 AM	78	68	146
8/30/2007 11:45 AM	96	74	170
8/30/2007 12:00 PM	81	96	177
8/30/2007 12:15 PM	80	88	168
8/30/2007 12:30 PM	39	37	76
	5749	5542	11291

HAMILTON COUNTY ENGINEER'S OFFICE

PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2008

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a registered Engineer of the Municipality's choosing shall prepare the application cost estimate. Submit by 4:00 p.m., Friday, August 31, 2007.

1. Municipality Village of Newtown
2. Road Name Round Bottom Road
3. Project Limits From Railroad Tracks to North Corporation Line
(Please give a "from - to" limit if possible.)
4. Project Priority 1
5. Present Roadway Data: (Answer all that apply)

a. Pavement Width	<u>24'</u>	b. R/W Width	<u>50'</u>	c. Curb Type	<u>None</u>
d. Type Surface	<u>Asphalt</u>	e. Type Base	<u>Asphalt</u>	f. Shoulder Type	<u>Gravel/Turf/Asph</u>
g. Shoulder Width	<u>Varies</u>	h. Year Last Resurfaced	<u>Not Known</u>		
6. Present condition of project area: List deficiencies & reasons for improvement.

The existing pavement has deteriorated to the point where approximately 170 CY of full-depth repairs are warranted. The pavement is especially bad near the bridge. This road has a high percentage of heavy trucks and there is concern for more significant deterioration during the winter months. Due to the deteriorating condition of the pavement, in August of 2007, the Hamilton County Engineer Maintenance Department is making full-depth asphalt pavement repairs on the worst of these failed areas.

7. Project description or statement of work to be done: Include width and type of new pavement and other project particulars.

New pavement area shall be 24' wide by 4980' long with 3' shoulders. Full-depth asphalt repairs, selected pavement milling and 1.5" leveling and 1.5" surface course is proposed.

8. Traffic Data: a. Present Volume 12,500 b. Date of Count 2005
9. Cost Estimate: (Between Valley Drive and Round Bottom Road)
When engineering plans are necessary, list the following costs:

a. Preparation of preliminary plans & estimate, etc.	\$	<u>0.00</u>
b. Preparation of final plans & estimate, etc.	\$	<u>25,000.00</u>
c. Construction Cost Estimate	\$	<u>365,000.00</u>
d. Other Costs (Specify) <u>Inspection</u>	\$	<u>10,000.00</u>
TOTAL AMOUNT OF MRF FUNDS APPLIED FOR		= \$ <u>73,000.00</u>

10. Estimated date construction can be started after approval 08/08
11. Estimated date construction can be started if not funded 100% from MRF
Not known, funds not available at this time.
12. Are the MRF funds to be used as matching funds for SCIP/LTIP? X Yes No
If yes, what percentage of the project cost? 20 %
13. Cost Estimate Prepared by: Brad Stettin Carroll Inc. Date: 08/31/07
14. Application Prepared by: [Signature] Date: 8/29/07
(Signature)

Make copies of this form as needed.
2008 MRF FORM

X:\MRF\Newtown\RndBtm 07 MRF Appl (07funding)\djb

Traffic Signal Study Roundbottom Road and Valley Drive Intersection Newtown, Ohio

Executive Summary

The intersection of Roundbottom Road and Valley Drive is located in the Village of Newtown, Ohio. The intersection is currently operated as a three-way stop controlled intersection. The nearest signals to the intersection are at Church Street and Batavia Pike (SR32) and at Church Street and Wooster Pike (SR50). A new signal is planned at the Valley Drive – Church Street intersection. Church Street is a key access road for traffic from Wooster Pike coming into the Newtown/Anderson area. Valley Drive is a key access road for traffic from Roundbottom Road. This intersection is prone to backups especially during the peak hours. The Village has recently improved Church Street Valley Drive. The southbound approach has one combined through and right turn lane. The northbound approach has one combined through and left turn lane. The eastbound approach has one left turn lane and one right turn lane.

The Village of Newtown requested Brandstetter Carroll, Inc. to perform traffic volume counts sufficient to review the necessity for a traffic signal at the subject intersection. Brandstetter Carroll, Inc. staff conducted turning movement counts on January 13, 2004. The turning movement counts were taken for all approaches from 6:00 to 8:30 a.m. (AM Peak Hour), 11:30 a.m. to 1:30 p.m. (Midday Peak) and from 4:00 to 7:00 p.m. (PM Peak Hour). The field count data was compared to the Signal Warrant stipulations and methodology as prescribed by the Ohio Manual of Uniform Traffic Control Devices, 2003 edition.

Based on the field collected traffic data and the requirements of the Ohio Manual of Uniform Traffic Control Devices, the intersection meets Warrant Numbers 2 and 3. The intersection has an existing Level of Service of C for the AM and

PM Peak Hours. The addition of a traffic control signal improves the PM Level of Service from a C to a B.

The following information details each of the signal warrants as reviewed for the intersection of Roundbottom Road and Valley Drive. Field data and calculation sheets are provided in the Appendices.

V. Conclusion

The intersection of Roundbottom Road and Valley Drive currently meets Warrant Numbers 2 and 3. Based on the methodology of the Highway Capacity Manual, the unsignalized intersection currently is operating at a level of service of "C" in the A.M. and P.M. Peak Hours.

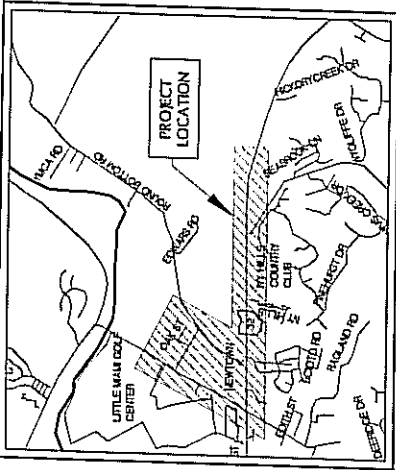
Based upon our observations and analysis of the signal warrant criteria and capacity analysis, the installation of a traffic signal is warranted at the intersection of Roundbottom Road and Valley Street.

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

HAM-32-3.79

VILLAGE OF NEWTOWN HAMILTON COUNTY



LOCATION MAP
LATITUDE N39°07'29" LONGITUDE W84°21'24"

SCALE IN FEET
0 1000 2000 4000

PORTION TO BE IMPROVED
STATE & FEDERAL ROUTES
OTHER ROADS

DESIGN DESIGNATION

- CURRENT ADT (2004) MAIN ST. (SR 32) 23,300
- CURRENT ADT (2004) CHURCH ST. 12,100
- DESIGN YEAR ADT (2004) MAIN ST. (SR 32) 23,300
- DESIGN YEAR ADT (2004) CHURCH ST. 12,100
- DESIGN HOUR VOLUME (2004) MAIN ST. (SR 32) 1,921
- DESIGN HOUR VOLUME (2004) CHURCH ST. 1,622
- DIRECTIONAL DISTRIBUTION 2.5
- TRUCKS (24 HOUR BAC) 2.5
- DESIGN SPEED 25 MPH
- LEGAL SPEED 25 MPH

DESIGN FUNCTIONAL CLASSIFICATION -
URBAN COLLECTOR

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:

BRANDSTETTER/CARROLL, INC.
424 EAST FOURTH STREET
CINCINNATI, OHIO 45202

INDEX OF SHEETS

TITLE SHEET	1
GENERAL NOTES	2-3
GENERAL SUMMARY	4
INTERCONNECT CABLE LAYOUT PLAN	5
INTERSECTION SIGNAL PLANS	6-13
CURB RAMPS WITH TRUNCATED DOWNS	14-16

PROJECT DESCRIPTION

INSTALLATION OF COMPLETE TRAFFIC SIGNAL SYSTEMS AT CHURCH STREET AND VALLEY DRIVE AND ROUND BOTTOM ROAD AND VALLEY DRIVE INTERSECTIONS. INSTALLATION OF INTERCONNECT CABLE FOR SIX SIGNALIZED INTERSECTIONS.

2005 SPECIFICATIONS

THE 2005 STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT

MAINTENANCE PROJECT

PROJECT EDA=N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EDA=N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT=N/A (MAINTENANCE PROJECT)

STANDARD CONSTRUCTION DRAWINGS

SUPPLEMENTAL SPECIFICATIONS					
800	4/21/06	HL-20.11	4-19-02	MT-95.61	4-19-02
812	4/17/04	HL-30.11	1-21-05	MT-97.10	4-19-02
833	2/12/03	HL-10.22	1-21-05	MT-105.10	10-18-02
850	4/8/74	HL-105.11	10-18-02	MT-120.00	01-01-00
872	10/30/03	DM-4.1	7-19-02	TC-21.20	1-19-01
		DM-4.4	7-19-02	TC-22.10	1-19-01
				TC-41.20	1-19-01
				TC-41.41	1-19-01
				TC-52.10	4-20-01
				TC-61.20	1-16-04
				TC-82.10	4-19-02
				TC-83.10	5-01-00
				TC-83.20	1-16-04
				TC-83.10	5-01-00
				TC-85.20	5-01-00

ENGINEER'S SEAL

APPROVED DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

16

HAM-32-3.79

NONE

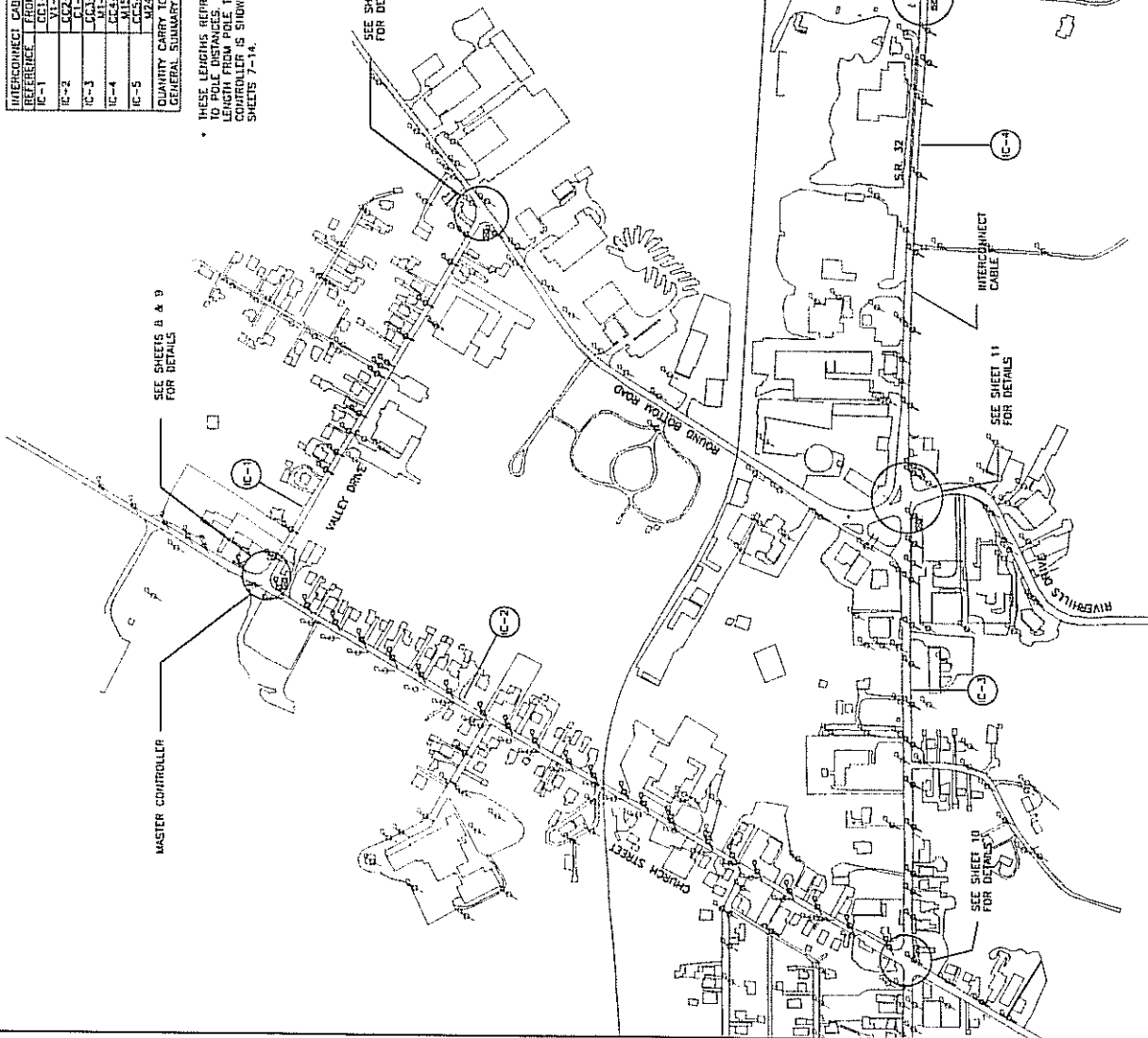
77100

E040339

INTERCONNECT CABLE, 12 PAIR	FROM-TO	LENGTH (FT.)
IC-1	C11-C12	1525
IC-2	C12-C13	2540
IC-3	C13-C14	1692
IC-4	C14-C15	1546
IC-5	C15-C16	2390
QUANTITY CABLE TO		9693
GENERAL SUMMARY		

* THESE LENGTHS REPRESENT POLE TO POLE DISTANCES. ADDITIONAL LENGTH FROM POLE TO CONTROLLER IS SHOWN ON SHEETS 7-14.

SEE SHEETS 8 & 9 FOR DETAILS



I.D.	STREET NAME	POLE #	ADDITIONAL #	I.D.	STREET NAME	POLE #	ADDITIONAL #
V1	VALLEY DRIVE	W10-73E	H15100HRT	W1	S.R. 32 (UNIT)	W9-22E	H15100HRT
V2	VALLEY DRIVE	W10-70C	H15100HRT	W2	S.R. 32	W9-22E	H15100HRT
V3	VALLEY DRIVE	W10-69C	H15100HRT	W3	S.R. 32	W9-22E	H15100HRT
V4	VALLEY DRIVE	W10-67C	H15100HRT	W4	S.R. 32	W9-22E	H15100HRT
V5	VALLEY DRIVE	W10-67C	H15100HRT	W5	S.R. 32	W9-22E	H15100HRT
V6	VALLEY DRIVE	W10-57C	H15100HRT	W6	S.R. 32	W9-22E	H15100HRT
V7	VALLEY DRIVE	W10-57C	H15100HRT	W7	S.R. 32	W9-22E	H15100HRT
V8	VALLEY DRIVE	W10-57C	H15100HRT	W8	S.R. 32	W9-22E	H15100HRT
V9	VALLEY DRIVE	W10-57C	H15100HRT	W9	S.R. 32	W9-22E	H15100HRT
V10	VALLEY DRIVE	W10-57C	H15100HRT	W10	S.R. 32	W9-22E	H15100HRT
V11	VALLEY DRIVE	W10-57C	H15100HRT	W11	S.R. 32	W9-22E	H15100HRT
V12	VALLEY DRIVE	W10-57C	H15100HRT	W12	S.R. 32	W9-22E	H15100HRT
V13	VALLEY DRIVE	W10-57C	H15100HRT	W13	S.R. 32	W9-22E	H15100HRT
V14	VALLEY DRIVE	W10-57C	H15100HRT	W14	S.R. 32	W9-22E	H15100HRT
V15	VALLEY DRIVE	W10-57C	H15100HRT	W15	S.R. 32	W9-22E	H15100HRT
V16	VALLEY DRIVE	W10-57C	H15100HRT	W16	S.R. 32	W9-22E	H15100HRT
V17	VALLEY DRIVE	W10-57C	H15100HRT	W17	S.R. 32	W9-22E	H15100HRT
V18	VALLEY DRIVE	W10-57C	H15100HRT	W18	S.R. 32	W9-22E	H15100HRT
V19	VALLEY DRIVE	W10-57C	H15100HRT	W19	S.R. 32	W9-22E	H15100HRT
V20	VALLEY DRIVE	W10-57C	H15100HRT	W20	S.R. 32	W9-22E	H15100HRT
V21	VALLEY DRIVE	W10-57C	H15100HRT	W21	S.R. 32	W9-22E	H15100HRT
V22	VALLEY DRIVE	W10-57C	H15100HRT	W22	S.R. 32	W9-22E	H15100HRT
V23	VALLEY DRIVE	W10-57C	H15100HRT	W23	S.R. 32	W9-22E	H15100HRT
V24	VALLEY DRIVE	W10-57C	H15100HRT	W24	S.R. 32	W9-22E	H15100HRT
V25	VALLEY DRIVE	W10-57C	H15100HRT	W25	S.R. 32	W9-22E	H15100HRT
V26	VALLEY DRIVE	W10-57C	H15100HRT	W26	S.R. 32	W9-22E	H15100HRT
V27	VALLEY DRIVE	W10-57C	H15100HRT	W27	S.R. 32	W9-22E	H15100HRT
V28	VALLEY DRIVE	W10-57C	H15100HRT	W28	S.R. 32	W9-22E	H15100HRT
V29	VALLEY DRIVE	W10-57C	H15100HRT	W29	S.R. 32	W9-22E	H15100HRT
V30	VALLEY DRIVE	W10-57C	H15100HRT	W30	S.R. 32	W9-22E	H15100HRT
V31	VALLEY DRIVE	W10-57C	H15100HRT	W31	S.R. 32	W9-22E	H15100HRT
V32	VALLEY DRIVE	W10-57C	H15100HRT	W32	S.R. 32	W9-22E	H15100HRT
V33	VALLEY DRIVE	W10-57C	H15100HRT	W33	S.R. 32	W9-22E	H15100HRT
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V35	VALLEY DRIVE	W10-57C	H15100HRT	W35	S.R. 32	W9-22E	H15100HRT
V36	VALLEY DRIVE	W10-57C	H15100HRT	W36	S.R. 32	W9-22E	H15100HRT
V37	VALLEY DRIVE	W10-57C	H15100HRT	W37	S.R. 32	W9-22E	H15100HRT
V38	VALLEY DRIVE	W10-57C	H15100HRT	W38	S.R. 32	W9-22E	H15100HRT
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V41	VALLEY DRIVE	W10-57C	H15100HRT	W41	S.R. 32	W9-22E	H15100HRT
V42	VALLEY DRIVE	W10-57C	H15100HRT	W42	S.R. 32	W9-22E	H15100HRT
V43	VALLEY DRIVE	W10-57C	H15100HRT	W43	S.R. 32	W9-22E	H15100HRT
V44	VALLEY DRIVE	W10-57C	H15100HRT	W44	S.R. 32	W9-22E	H15100HRT
V45	VALLEY DRIVE	W10-57C	H15100HRT	W45	S.R. 32	W9-22E	H15100HRT
V46	VALLEY DRIVE	W10-57C	H15100HRT	W46	S.R. 32	W9-22E	H15100HRT
V47	VALLEY DRIVE	W10-57C	H15100HRT	W47	S.R. 32	W9-22E	H15100HRT
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V63	VALLEY DRIVE	W10-57C	H15100HRT	W63	S.R. 32	W9-22E	H15100HRT
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V67	VALLEY DRIVE	W10-57C	H15100HRT	W67	S.R. 32	W9-22E	H15100HRT
V68	VALLEY DRIVE	W10-57C	H15100HRT	W68	S.R. 32	W9-22E	H15100HRT
V69	VALLEY DRIVE	W10-57C	H15100HRT	W69	S.R. 32	W9-22E	H15100HRT
V70	VALLEY DRIVE	W10-57C	H15100HRT	W70	S.R. 32	W9-22E	H15100HRT
V71	VALLEY DRIVE	W10-57C	H15100HRT	W71	S.R. 32	W9-22E	H15100HRT
V72	VALLEY DRIVE	W10-57C	H15100HRT	W72	S.R. 32	W9-22E	H15100HRT
V73	VALLEY DRIVE	W10-57C	H15100HRT	W73	S.R. 32	W9-22E	H15100HRT
V74	VALLEY DRIVE	W10-57C	H15100HRT	W74	S.R. 32	W9-22E	H15100HRT
V75	VALLEY DRIVE	W10-57C	H15100HRT	W75	S.R. 32	W9-22E	H15100HRT
V76	VALLEY DRIVE	W10-57C	H15100HRT	W76	S.R. 32	W9-22E	H15100HRT
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V82	VALLEY DRIVE	W10-57C	H15100HRT	W82	S.R. 32	W9-22E	H15100HRT
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V88	VALLEY DRIVE	W10-57C	H15100HRT	W88	S.R. 32	W9-22E	H15100HRT
V89	VALLEY DRIVE	W10-57C	H15100HRT	W89	S.R. 32	W9-22E	H15100HRT
V90	VALLEY DRIVE	W10-57C	H15100HRT	W90	S.R. 32	W9-22E	H15100HRT
V91	VALLEY DRIVE	W10-57C	H15100HRT	W91	S.R. 32	W9-22E	H15100HRT
V92	VALLEY DRIVE	W10-57C	H15100HRT	W92	S.R. 32	W9-22E	H15100HRT
V93	VALLEY DRIVE	W10-57C	H15100HRT	W93	S.R. 32	W9-22E	H15100HRT
V94	VALLEY DRIVE	W10-57C	H15100HRT	W94	S.R. 32	W9-22E	H15100HRT
V95	VALLEY DRIVE	W10-57C	H15100HRT	W95	S.R. 32	W9-22E	H15100HRT
V96	VALLEY DRIVE	W10-57C	H15100HRT	W96	S.R. 32	W9-22E	H15100HRT
V97	VALLEY DRIVE	W10-57C	H15100HRT	W97	S.R. 32	W9-22E	H15100HRT
V98	VALLEY DRIVE	W10-57C	H15100HRT	W98	S.R. 32	W9-22E	H15100HRT
V99	VALLEY DRIVE	W10-57C	H15100HRT	W99	S.R. 32	W9-22E	H15100HRT
V100	VALLEY DRIVE	W10-57C	H15100HRT	W100	S.R. 32	W9-22E	H15100HRT

SEE SHEETS 6 & 7 FOR DETAILS

SEE SHEET 12 FOR DETAILS

SEE SHEET 13 FOR DETAILS

SEE SHEET 11 FOR DETAILS

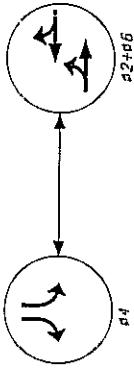
SEE SHEET 10 FOR DETAILS

INTERCONNECT CABLE
LAYOUT PLAN

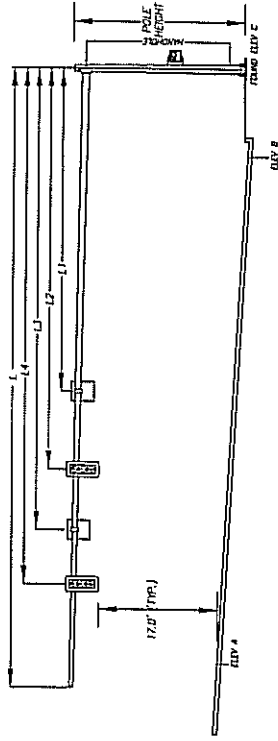
HAM-32-3-79

19

DETECTOR	SIZE	NO. OF TURNS	SHAPE	PULSE OR PRESENCE	DELAY (SEC.)	CONNECT TO DETECTOR UNIT #	ASSOCIATED CONTROLLER #
1	1" x 2"	3	RECT.	PRES.	5	1	#4
2	1 1/2" x 2"	3	RECT.	PRES.	5	2	#4



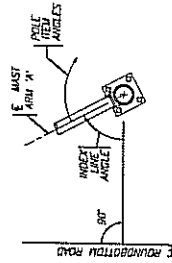
PHASE DIAGRAM



PROPOSED OVERHEAD-MOUNTED SIGN DETAIL

[illegible]

MAST ARM A ANGLE IS REFERENCED TO ROUNDABOUT ROAD



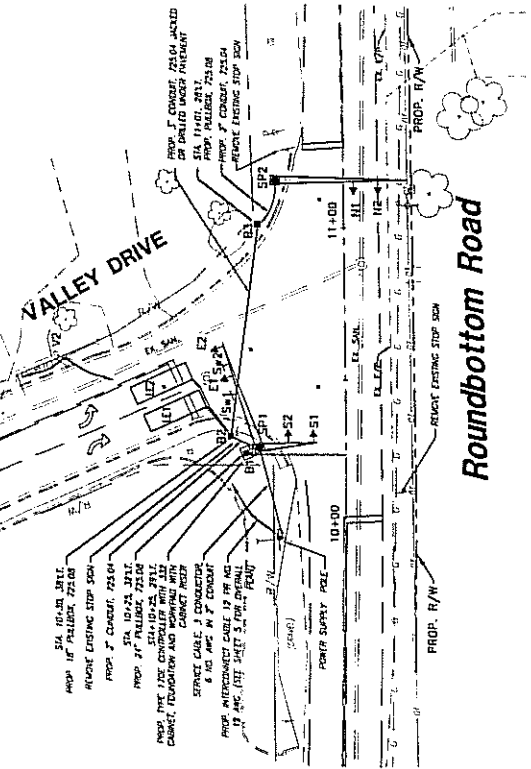
NOTES:

1. ALL ANGLES MEASURED CLOCKWISE.
2. BASE PLATE IS ORIENTED SQUARE TO WAST ARM A (LARGEST ARM) EVEN IF SUPPORT HAS TWO ARMS.

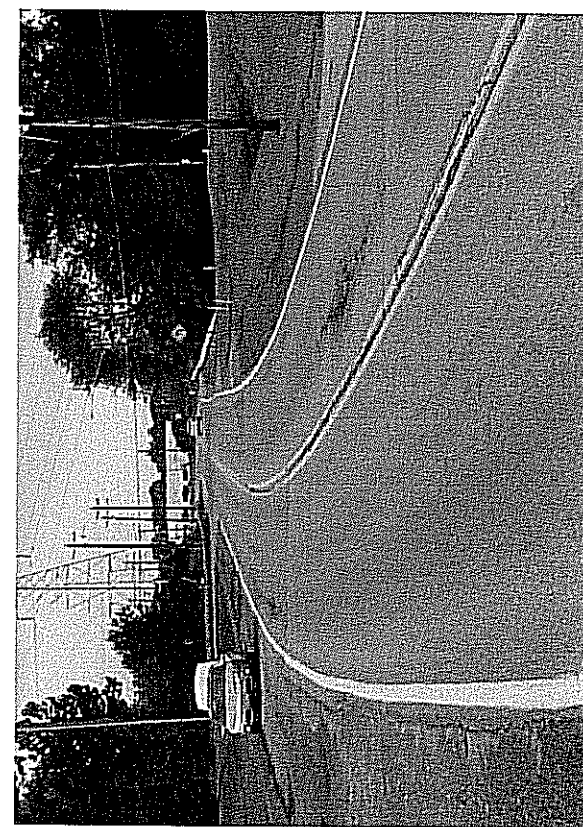
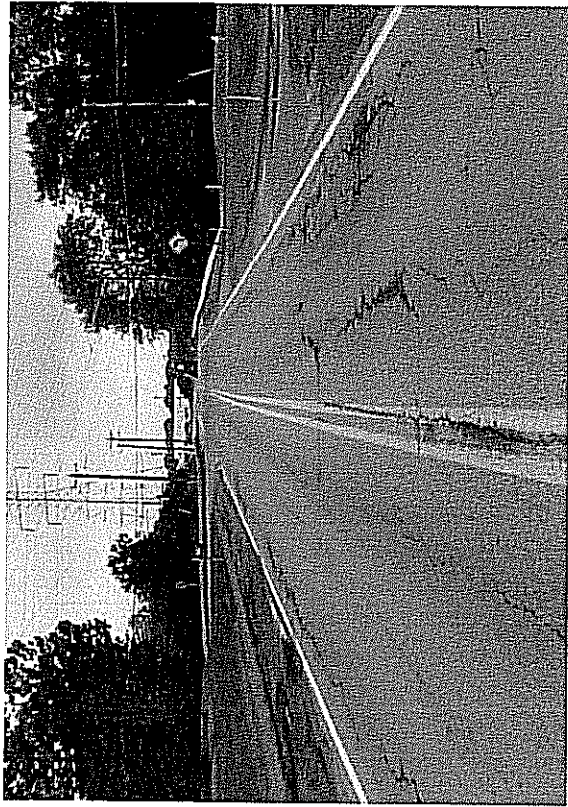
[illegible]

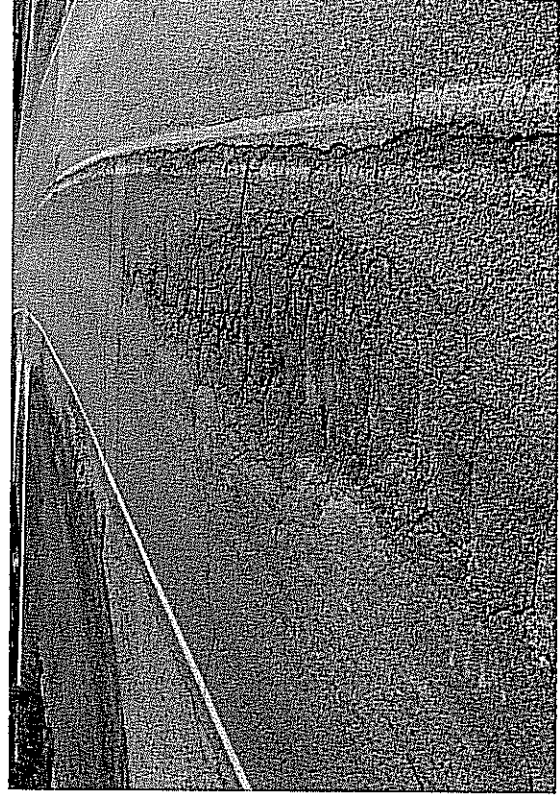
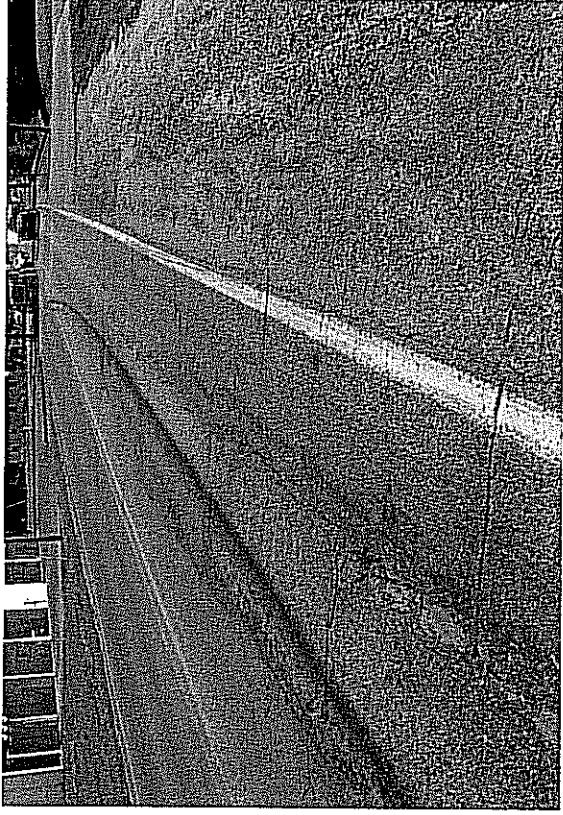
COLOR SEQUENCE CHART

- LEGEND**
- | | |
|---|------------------------|
| → | PROPOSED SIGNAL |
| ● | PROPOSED PEDESTAL |
| ■ | PROPOSED WASTARM |
| ■ | PROPOSED PULLEX |
| ☑ | PROPOSED CONTROLLER |
| ☐ | PROPOSED LOOP DETECTOR |



Roundbottom Road





ADDITIONAL SUPPORT INFORMATION

For Program Year 2008 (July 1, 2008 through June 30, 2009), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project..

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing road has deteriorated significantly. There is a high percentage of trucks.

The pavement is especially bad near the bridge. The Village completed "spot" overlays in 2005 to temporarily repair the most distressed sections of pavement.

Emergency full-depth asphalt pavement repairs on the roadway are scheduled for the all of 2007.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The safety is improved by widening the road at Valley Drive and providing three-foot shoulders along the entire length of the project.

This road is used by many local businesses during the normal work day and during the evenings and weekends, by a significant number of recreational users.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Round Bottom Road

Priority 2 Drake Street Bridge Replacement

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will maintain a safe road for the commercial and industrial traffic served by this road. Access to the industrial areas towards the northeast in adjacent Anderson Township is vital to this area of the County. Traffic volumes have increased due to the bridge construction in Clermont County which allows for a more direct connection to I-275 at US 50.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 31, 2007 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

MRF – \$73,000 (20%)

- 9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems or hazards (be specific).

The project will improve traffic flow on Round Bottom Road, especially at Valley Drive.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS C

Proposed LOS B

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

The LOS, with the turn-lane and OKI-funded signal will improve the intersection to a B.

- 10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

- a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No x N/A _____
- c.) Are all utility coordination's completed? Yes x No _____ N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 2 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This roadway serves Anderson Township and Clermont County as well as the Village of Newtown. This improvement is recommended as part of the Eastern Corridor Improvements.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No Ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 11,291 X 1.20 = 13,549 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

Please see the attached traffic count data dated 9/21/07.

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax x

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 22 - PROGRAM YEAR 2008
PROJECT SELECTION CRITERIA
JULY 1, 2008 TO JUNE 30, 2009**

NAME OF APPLICANT: VILLAGE OF NEWTOWN
NAME OF PROJECT: ROUND BOTTOM RD IMPROVEMENTS
RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

☒ 10 - Moderately Fair *A GIFT.*

5 - Fair Condition

0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type frequency, and ~~severity~~ of the ~~safety problem~~ deficiency that currently exists ~~and how the intended project would improve the situation~~. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, ~~shall~~ generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, ~~shall~~ generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

- ☒ 10 – Less than 10%
- ☐ 9 – 10% to 19.99%
- ☐ 8 – 20% to 29.99%
- ☐ 7 – 30% to 39.99%
- ☐ 6 – 40% to 49.99%
- ☐ 5 – 50% to 59.99%
- ☐ 4 – 60% to 69.99%
- ☐ 3 – 70% to 79.99%
- ☐ 2 – 80% to 89.99%
- ☐ 1 – 90% to 95%
- ☐ 0 – Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

☒ 0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

☒ 2 – 10% to 19.99%

0 – Less than 10%

List total percentage of "Local" funds 10 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER**

List total percentage of "Other" funds 20 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>MRF</u>	<u>20</u> %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

6 - Project design is for current demand. *LT LAKE AT VALLEY*

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

*SIGNAL WILL TEND TO
DEGRADE CAPACITY, LT LAKE
WILL HELP*

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5- Will be under contract by December 31, 2008 and no delinquent projects in Rounds 19 & 20
- 3- Will be under contract by March 31, 2009 and/or one delinquent project in Rounds 19 & 20
- 0- Will not be under contract by March 31, 2009 and/or more than one delinquent project in Rounds 19 & 20

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 - Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - ~~16,000~~ 30,000 or more

Appeal Score

8 - ~~12,000~~ 21,000 to 29,999 ~~15,999~~

6 - ~~8,000~~ 12,000 to 20,999 ~~11,999~~

4 - ~~4,000~~ 3,000 to 11,999 ~~7,999~~

2 - ~~3,999~~ 2,999 and under

13549

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.